



40,000 years (possibly longer)	People have lived in Tasmania for at least 40,000 years and possibly up to 70,000 years or longer. The area now known as Hobart was home to the Mouheneener band of the South East Tribe. They knew the area as Nibberloone or Linghe.
1804	Arrival of Lieutenant-Governor David Collins and a party of convicts, military and free settlers and establishment of Hobart.
1806	First land grants are issued at Macquarie Point: 14 acres to Leonard Fosbrook, and 24 acres to George Guest. The area becomes known as Fosbrook's Point.
1810	William Collins acquires a small parcel of land on the mouth of the Rivulet, to the south of Fosbrook's land.
1811	Governor Lachlan Macquarie arrives and renames the site Macquarie Point. He later decreed that the site would be the location of the new Government House.
1814	Fosbrook sells his 14 acres to Edward Lord. In c.1815, Lord replaces Fosbrook's small cottage with a large sandstone and brick house.
1821	The Government acquires Lord's property, in exchange for thousands of acres of land in the central highlands of Van Diemen's Land. During the early years of government ownership, Macquarie Point is used for various purposes including a parade ground, orphan school, accommodation for female convicts and housing for veterans. Nearby is the government stockyard and later slaughterhouse.
1825	Formation of the 'New Cut' to redirect the original course of the Hobart Rivulet. The New Cut channels the Rivulet's mouth to enter the Derwent behind the Hunter Street causeway.
1826-27	Government lumber yards are relocated to Macquarie Point. Edward Lord's house is taken over by John Lee Archer for use as his home and offices. The lumber yard consists of an open square flanked by buildings. A slip is constructed for landing timbers from the Derwent.
1836	Royal Engineers take over the Lumber Yard.
1846	Royal Engineers establish their headquarters at Macquarie Point. A new office building is constructed, and Edward Lord's former house is used as barracks.
By 1852	The original landing slip is replaced by a large stone structure known as the Engineers Jetty.
1854	The Hobart Gas Company is established. The gas works were first developed on Mrs Collins' land, and expanded around the mouth of the Rivulet during the latter part of the nineteenth century.
1858	Construction of new slaughter yards at Macquarie Point with slaughter houses, stock and sale yards and landing jetties. A substantial amount of land is reclaimed to create space for the new facility.
1861	Rifle Butts are established off the very tip of Macquarie Point for use in target practice. The former Engineers Yard is converted to a Drill Yard for the Southern Volunteers Unit.

1872	Construction works begin on the Tasmanian Main Line Railway. The Hobart Terminus was located on the old cricket ground, to the north of Macquarie Point. Railway management used the Royal Engineers building as their headquarters.
1876	The completed main line railway opens.
1882	The government erects a kerosene store to the rear of the gas works.
1880s-90s	A seawall is constructed off Macquarie Point as part of further reclamation works. The enclosed area becomes the Hobart Corporation's refuse tip and is later progressively reclaimed.
1890	The Tasmanian Government Railway takes over the Tasmanian Main Line Railway Company.
1894-95	Tasmanian International Exhibition is held on the Domain. A grand and temporary building was erected on Macquarie Point, where the Cenotaph is now located.
1904-10	Septic tanks are installed at the site of the 1889 Sanitary Depot. By 1910, they are no longer able to cope with demand and the tanks are abandoned in favour of pumping raw sewage directly into the Derwent River.
1909	Macquarie Point slaughter yards close down.
1910	Tasmanian Government Railways identify land to the rear of the gas works as their preferred location for expansion.
1914-15	Tasmanian Government Railways undertake major expansion works on Macquarie Point with a new goods shed, coal yards, roundhouse and turntable and approximately 7.2km of rail line on the site.
1915-1918	Construction of the Domain Diversion Tunnel under what is now the Cenotaph to redirect the course of the Rivulet. The tunnel allows the old course of the Rivulet to be filled in, becoming Evans Street.
1924	Major reconstruction of the gas works plant occurs. Further land is acquired on the Evans Street frontage, where a tar and liquor tank and new purifiers are established.
1920s-37	By 1937, an area of 6.5 acres has been reclaimed off Macquarie Point for oil storage use.
1940s-1950s	A new large railways workshop is constructed at Macquarie Point and the Hobart Station terminus is redeveloped.
c.1950-78	Massive reclamation works are carried out at Macquarie Point, resulting in the current Macquarie Wharf complex.
1978	The Hobart Gasworks close down. The last passenger train runs between Wynyard and Hobart. The Australian National Railways takes over Tasmanian Government Railways. Over the coming years, services are rationalised and most station buildings, housing and sheds are removed, including at the Hobart Station site. Macquarie Point continues to be used as a rail and road freight distribution hub.
2007	Investigations begin on relocating the Royal Hobart Hospital to Macquarie Point but the costs associated with remediation and construction are too high and plans are shelved.
2012	The Tasmanian and Australian Infrastructure Ministers enter into an agreement to support the remediation of Macquarie Point and the Macquarie Point Development Corporation is established to deliver the objectives of the agreement.